

Hongkong Daily Press.

ESTABLISHED 1857.

POMRIL.
PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stoutness and
Diabetes
Per doz. quarts... \$7.25
Per doz. pints... 4.65
H. PRICE & CO.
12, Queen's Road Central.

ITALIAN VERMOUTH

The only Reliable Brand is
MARTINI ROSSI
SUCCESSORS
MARTINI SOLA & CO.
AGENTS—
H. PRICE & CO.,
12, Queen's Road Central

No. 14,492 號式十玖百肆千肆萬壹第 日陸初月捌年十壹光 HONGKONG THURSDAY, SEPTEMBER 15TH, 1904. 肆拜禮 號伍十月玖年肆零自九仟壹英港香

PRICE, \$3 PER MONTH

WATSON'S PRICKLY

HEAT LOTION

IS A FIRST-RATE PREPARATION.

IT AT ONCE RELIEVES THE SKIN
IRRITATION AND PRODUCES A
SOOTHED, QUIET FEELING.

A. S. WATSON & CO.
LIMITED,
MANUFACTURING CHEMISTS.
ESTABLISHED A.D. 1841.

ARNHOLD, KARBERG & CO.

LARGE STOCK

OF

LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904.

"ASAHI BEER."

BEER OF THE RISING SUN.

BREWED BY

THE OSAKA BEER BREWING CO., LTD.

OSAKA, JAPAN.

IN CASES OF 4 DOZ. BOTTLES.

IN CASES OF 8 DOZ. 3 BOTTLES.

CALDBECK, MACGREGOR & CO.

SOLE AGENTS.

Hongkong, 7th September, 1904.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
\$23.50 PER DOZ. \$21 PER DOZ.

Distinguished by Four Stars on the label.

This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassell.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

DOURO PORT.

\$15.00 PER DOZ.

▲ Sue, full, and fruity wine.

IMPERIAL BRANDY

\$12.00 PER CASE.

AMOROSO SHERRY.

\$20 PER DOZ.

THE ELITE OF WHISKY—

THE "PALL MAIL."

\$21 PER DOZ.

LA TORRE SHERRY.

\$17.00 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

A natural and most pleasant wine to the taste.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY.

\$11.00 PER DOZ.

\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

Very soft, palatable, and mature.

THEY ARE UNEQUALLED AT THE PRICE

EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—**SIEMSEN & CO., HONGKONG.**

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

15

</

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

THE

HONGKONG
DISPENSARY.

ALEXANDRA BUILDINGS,

HAVE THE

FINEST SELECTION
OF

PERFUMERY.

SOAPs.

TOILET

REQUISITES.

800, &c., &c.

IN THE

EAST.

A. S. WATSON & CO.
LIMITED.

31

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns
should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.

Telegraphic Address: PRESS, Codas: A.B.C. 5th Ed.

Liber's

P.O. Box, 388. Telephone No. 12

BIRTH.

On the 28th August, at Kuling, the wife of

WILLIAM KELLY, of a son.

MARRIAGES.

On the 3rd August, at St. Joseph's Cathedral, Shanghai, by the Rev. Father Kennedy, Edward, only son of the late Captain SAMUEL LORKE, to MARIAM REPPETI, of Austria. Nagasaki papers, please copy.

On the 6th September, at St. John's Pro-Cathedral, Shanghai, by the Very Rev. Archdeacon THOMSON, the Rev. ROBERT C. WILSON, of Bethel, Vermont, to SARAH TAYLOR REED, second daughter of the late JOHN REED, of South Carolina.

DEATH.

On the 1st August, at Ware (England), LADY, widow of Right Rev. G. SMITH, D.D., first Bishop of Victoria, Hongkong, aged 85 years.

The Daily Press.

HONGKONG OFFICE: 14, D'VEUX ROAD Ct.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, SEPTEMBER 15TH, 1904.

WHATEVER be the military results of the Russo-Japanese war, it is certain that they will end in a diplomatic campaign, only qualified in intensity by the international struggle which followed the final defeat of NAPOLEON at the battle of Waterloo. The whole of Europe in fact is laying itself out for the battle of the diplomats; and indications are not wanting that it is one which will need the entire devotion of our ablest sons. A feather shows how the wind blows, and one or two of these feathers are already in the air. One of these is not inaptly heard of from Peking. The position of France in face of the ever-recurring missionary question is a case in point. While modern France has at home been endeavouring to free itself from its traditional dependence on the ultramontane section of the Church at Rome, abroad she has ever been, mainly for political purposes, the staunchest supporter of the ultramontane element. The policy here is of no recent growth, but has been traditional ever since CLOVIS availed himself of the good offices of the Church to complete his victory over the Gothic kingdom, and her greatest kings and statesmen have ever since followed in his steps, and up till the recent differences

with the Vatican it has continued the ruling policy of the Republic. Some quarter of a century ago China made efforts to deal with the Vatican direct, but as at the time such a solution did not comport with the views and immediate interests of either Rome or France, the attempt was hopeless from its very beginning. The idea of Pekinese statesmen, that they could obtain better terms by dealing with the Vatican direct than through the medium of France, has all the while lain dormant, and has never been really extinguished, and the reason to believe that Germany was more or less concerned in keeping it alive. It need therefore excite little surprise that in view of the unfriendly feeling just now existing between France and the Pope the idea has been once more revived. It is hardly likely that it will be more successful than before, but the very fact that it has been broached may lead the statesmen who now preside over French interests to reconsider the difficulties of the case, and propose themselves some modifications in their relations with the Vatican.

Then again a new modification, said to have been suggested from India, has been proposed in the relations of the Indian Government with the further East. The new scheme suggests that Burma should be parted from India, and formed into another great dependency to include the present Straits Settlements and the dependent Native States. Why it should be brought forward at the present moment is not very clear, nor why it should have ostensibly come from India. It is of course quite feasible that Lord CURZON

should desire some alleviation of the awful weight of responsibility at present resting on the shoulders of the Indian Viceroyalty; but then, on the other hand, Burma has at times afforded financial relief to India when the latter has been taxed beyond her strength by some unexpected crisis, as in the late

famines. India and Burma have had a tendency to oscillate; evil times in one have been concurrent with surpluses in the other, and the balance has thus been kept remarkably steady, without overburdening either. The more probable reason of the suggested radical change is the increasing importance from an Imperial standpoint of the Pacific Ocean; and the scheme probably points to some more definite amalgamation of Imperial interests than is practical under the present system. Then again, Germany has been recently displaying more anxiety regarding her position, and is certainly making strenuous efforts to extend her influence in Shantung, but, on the other hand, Burma has at times afforded financial relief to India when the latter has been taxed beyond her strength by some unexpected crisis, as in the late

This little shot, by a Japanese, is unkind, but excusable. Some of the Japanese papers express their admiration of the manner in which the Russians are conducting their retreat, a manoeuvre of which the Japanese have no experience.

A telegram from Newchwang reports a collision that occurred on the 10th instant between the steamer *Yatso Maru* and the gunboat *Atago* at Newchwang. The *Yatso Maru* sank at 2:30 p.m. in front of the Eastern Customs. The total loss is estimated at a hundred thousand yen.The British s.s. *Ellerie* (Capt. McLeod), 2,322 tons' net register, which left New York on the 3rd July, arrived at Wonsong on the 3rd instant. She was lightened at Wonsong, but, being trimmed fine to pass the bar with only about an inch to spare, lost steering control, and in attempting to come up river on the 8th went ashore off Pleasant Point.

Nagasaki put on its gala dress on the 5th instant, to celebrate the Japanese successes at Liayang. Almost every native house was decorated with the national flag and large lanterns showing the national emblem. Most of the large buildings were elaborately decorated, and in the foreign settlement many of the private residences revealed the sympathy of the inhabitants with Japan.

In response to their representations on behalf of the captains, officers, and seamen of British vessels either sunk or seized by Russian ships of war, the Merchant Service Guild has just received a communication from the Foreign Office stating that His Majesty's Government is fully aware of the position, in which the officers and crews of such vessels are placed, and that they are endeavouring to ensure them all proper protection.

Sergeant Morris of the Royal Garrison Artillery, Hongkong, is returning from leave by the next English Mail. He was to have married in May last Miss Gorham, late of Hongkong; but since the latter's arrival in England she has been in the Royal Hospital, Southampton, where she has undergone a critical operation. The wedding has therefore had to be postponed. According to latest news, Miss Gorham is now well on the road to recovery.

Telegraphing Tokyo on the 7th instant, the N.C. *Daily News* correspondent says: The official estimates of the rice crop forecast an extraordinary harvest exceeding fifty million koku (250,000,000 bushels), twenty per cent. above the average, and breaking the record in the memory of the oldest inhabitant. There will be no necessity to import rice, thus making the balance of trade favourable. The yields of barley, tea, and coconuts are also excellent.

The Shanghai police locked up an American sailor who had a loaded revolver, and seemed drunk. Consult Godwin, having tried the case, confiscated the revolver; and as the Court rose, he said to the English constable Goddard: "As you have succeeded so well in preventing any possible disturbance on the part of the accused, who has been in trouble before, I have much pleasure in presenting you with the revolver with my compliments."

Many Parsees met yesterday morning at the Parsee Club premises. The "Jasan" ceremony of "Naoroj" (new year) was performed by the Parsee "Dastoor" (priest), Sorab Jamasjee. After the religious "prayer" and "Hamar" ceremony, the crowd dispersed. King Yezdegar, the last of the Parsee Kings, came to the throne of Persia 1,274 years ago to-day. Many of the Parsees closed their business premises at noon. [Contributed]

Yesterday's plague report: nil.

The Chinese gunboat *Kwang Kua* arrived from Fu-nan yesterday.

Correspondence: Two letters to the Press will be found on page 5.

The notorious Chang Pei-lun, son-in-law of Li Hung-chang, is dead.

The Japanese have been distributing relief to the Chinese round Haicheng.

The China Medal with clasp for the relief of Peking has been presented to Mr. A. W. Harvey Bellingham.

The English and German Mail of the 13th and 15th August was delivered in London on the 12th inst.

Telegraphic information was received in Shanghai on the 5th instant of the death at Hankow of Mr. R. Rorden, Upper Yangtze pilot.

A Chinaman in the witness box was yesterday ordered by Mr. Wolfe to desist fanning himself, and to learn manners. The youth was arrogant in bearing.

The M.M.s.s. *Australien*, from Marseilles via Saigon yesterday, reports having passed the wreck of the *Tamise*, sunk on Three Kings' Reef near Nghi-Sang.

The Rt. Rev. Pierozzi, Roman Catholic Bishop of Hongkong, broke his journey to Italy at Colombo, owing to poor health. He was visited by Sir Henry Blake.

Hsichien is anxiously awaiting the glass works which have been promised by the agents to the company promoted by the Nanking Viceroy and certain Shanghailanders.

The committee of Victoria Recreation Club are discussing the matter of encouraging yachting. They propose that any members desirous of taking part in this sport should order one-design sailing-boats, costing from \$200 to \$250 each.

This little shot, by a Japanese, is unkind, but excusable. Some of the Japanese papers express their admiration of the manner in which the Russians are conducting their retreat, a manoeuvre of which the Japanese have no experience.

A telegram from Newchwang reports a collision that occurred on the 10th instant between the steamer *Yatso Maru* and the gunboat *Atago* at Newchwang. The *Yatso Maru* sank at 2:30 p.m. in front of the Eastern Customs. The total loss is estimated at a hundred thousand yen.The British s.s. *Ellerie* (Capt. McLeod), 2,322 tons' net register, which left New York on the 3rd July, arrived at Wonsong on the 3rd instant. She was lightened at Wonsong, but, being trimmed fine to pass the bar with only about an inch to spare, lost steering control, and in attempting to come up river on the 8th went ashore off Pleasant Point.

Nagasaki put on its gala dress on the 5th instant, to celebrate the Japanese successes at Liayang. Almost every native house was decorated with the national flag and large lanterns showing the national emblem. Most of the large buildings were elaborately decorated, and in the foreign settlement many of the private residences revealed the sympathy of the inhabitants with Japan.

In response to their representations on behalf of the captains, officers, and seamen of British vessels either sunk or seized by Russian ships of war, the Merchant Service Guild has just received a communication from the Foreign Office stating that His Majesty's Government is fully aware of the position, in which the officers and crews of such vessels are placed, and that they are endeavouring to ensure them all proper protection.

Sergeant Morris of the Royal Garrison Artillery, Hongkong, is returning from leave by the next English Mail. He was to have married in May last Miss Gorham, late of Hongkong; but since the latter's arrival in England she has been in the Royal Hospital, Southampton, where she has undergone a critical operation. The wedding has therefore had to be postponed. According to latest news, Miss Gorham is now well on the road to recovery.

Telegraphing Tokyo on the 7th instant, the N.C. *Daily News* correspondent says: The official estimates of the rice crop forecast an extraordinary harvest exceeding fifty million koku (250,000,000 bushels), twenty per cent. above the average, and breaking the record in the memory of the oldest inhabitant. There will be no necessity to import rice, thus making the balance of trade favourable. The yields of barley, tea, and coconuts are also excellent.

The Shanghai police locked up an American sailor who had a loaded revolver, and seemed drunk. Consult Godwin, having tried the case, confiscated the revolver; and as the Court rose, he said to the English constable Goddard: "As you have succeeded so well in preventing any possible disturbance on the part of the accused, who has been in trouble before, I have much pleasure in presenting you with the revolver with my compliments."

Many Parsees met yesterday morning at the Parsee Club premises. The "Jasan" ceremony of "Naoroj" (new year) was performed by the Parsee "Dastoor" (priest), Sorab Jamasjee. After the religious "prayer" and "Hamar" ceremony, the crowd dispersed. King Yezdegar, the last of the Parsee Kings, came to the throne of Persia 1,274 years ago to-day. Many of the Parsees closed their business premises at noon. [Contributed]

At the Supreme Court yesterday, in summary jurisdiction, J. E. Barker, staying at Thomas' Hotel, was sued by Cassam Amed for \$37, money due for clothes supplied. His Honour T. Sercombe Smith, the Puisne Judge, gave judgment for the plaintiff with costs.

American, Danish, Dutch, English, French, German, Irish, Japanese, Scotch, and Swiss teams (of four men each) are expected to compete in an international walking match at Shanghai on Sunday, the 16th October next. If fairly represented, the Japanese are our "selection."

An extraordinary general meeting of the Hongkong Steam Water Boat Co., Ltd., is called for the 22nd inst. to consider, and if thought desirable, to pass certain resolutions relevant to the acquisition of Messrs. Lane, Crawford & Co.'s water supply business. Full particulars appear on another page.

The Chinese soldiers massed outside the old city of Yungpingfu have devised a somewhat unusual scheme for directing people to the camp. Along the road that runs from the East gate of the city, on the walls of various temples and compounds, they have painted the figure of foreign soldier. It is curious to meet a crude painting of a German or Japanese soldier standing to the salutes, in a district so generally free from the actual presence of foreigners, other than missionaries.

Here is a paragraph from the leading paper in Nanking:—I have decided to award a Cake of blacking to the Editor of the *Tieky Turke* for his princely impartiality in the distribution of thinly-walled abuse. Why, why, why, in these days of Women's Rights, should we uphold old-fashioned and obsolete notions of gentleness? If the Editor of the said *Turke* will call at this office, he may become acquainted not only with the said Cake, but with the boot to which it naturally appertains.

By kind permission of Lieut.-Col. Trenenger and officers the band of the 13th Burma Infantry will play this programme at the Keween Hotel, during dinner this evening (weather permitting): March, "The Star of Bobbie Burns"; "Ode: Overture"; "Midust"; Elliot: Selection, "The Ball of New York"; Kerker: Barn Dance; "The Circus Girl"; Kieft: Selection, "Utopia Limited"; Sullivan: Waltz, "Sweet Byrds"; Lowthian: Galop; "The Cyclists"; Kupler.

The marriage of Miss MacEwen, the eldest daughter of Mr. A. P. MacEwen, The Grove, Hollington, and Mr. Sidney Burton, took place at Hollington about the end of July. A large number witnessed the union of the daughter of the popular President of the Hastings and St. Leonard's Conservative Association, and the representative of His Majesty's Consular Service in far-off China. Visitors from China and Japan, says a home paper, quoted by the Shanghai *Daily News*, were among the guests, the bride's father having been associated with the East.Messages of congratulation, including about 20 telegrams, have been constantly pouring in upon the residence in Tokyo of Admiral Kamimura, who sank the *Hakury* and badly defeated two other Vladivostock raiders on the 14th inst. A postal card written by a woman who lost her son in the *Kinsuk Maru*, expressed her unmixed joy over the avenging *Kinsuk*. The Emperor has also again addressed the gallant Admiral as to the destruction of the *Nomik*. The Admiral's fortune has certainly turned, remarks the Tokyo correspondent of a Shanghai journal.The marriage of Miss MacEwen, the eldest daughter of Mr. A. P. MacEwen, The Grove, Hollington, and Mr. Sidney Burton, took place at Hollington about the end of July. A large number witnessed the union of the daughter of the popular President of the Hastings and St. Leonard's Conservative Association, and the representative of His Majesty's Consular Service in far-off China. Visitors from China and Japan, says a home paper, quoted by the Shanghai *Daily News*, were among the guests, the bride's father having been associated with the East.Messages of congratulation, including about 20 telegrams, have been constantly pouring in upon the residence in Tokyo of Admiral Kamimura, who sank the *Hakury* and badly defeated two other Vladivostock raiders on the 14th inst. A postal card written by a woman who lost her son in the *Kinsuk Maru*, expressed her unmixed joy over the avenging *Kinsuk*. The Emperor has also again addressed the gallant Admiral as to the destruction of the *Nomik*. The Admiral's fortune has certainly turned, remarks the Tokyo correspondent of a Shanghai journal.The Shanghai *Tafta*, received on the 8th instant, a petition from a Chinese merchant named Tsing Ming-chien, who represents the owners of a considerable portion of the cargo carried by the *Hiang* when that vessel was captured by the converted cruiser *Hongkong Maru*, praying that steps be taken to assist the petitioner in requesting the Japanese Government to release his goods, none of which came under the category of contraband of war. The steamer itself having been released, declares the petitioner, his cargo should, therefore, be also returned to him, otherwise the loss he would suffer would be greater than he could possibly bear.The *Beihuo Chine* notes with disapproval an announcement in the *Japan Times* that the Grand Hotel at Yokohama is arranging for a special dinner on the day that Port Arthur is officially reported as captured. This announcement, it says, shows two things. First, that they have never read La Fontaine's fable of the hunter and the bear. Secondly, when Port Arthur falls (if it falls) it will mean the loss of thousands of lives. Blood will have flowed in streams; the screams of the wounded will have been heard; mothers, wives, and sisters will be mourning and lamenting. Is it *Beihuo* inquires, to drown the sounds of woe that this Yokohama jamboree must be held?

The case of Boyd v. The American China Development Company, at the U.S. Consular Court at Shanghai, is attracting much attention in the northern port. At the last hearing, W. P. Boyd, plaintiff, sworn, said that he had been in Shanghai a little over two years. Before coming here he was United States Shipping Commissioner at Honolulu. Prior to that he was a United States Consular clerk for 15 years. The terms of the contract with the defendants were for five years, at a salary of \$500 gold per month. He had been dismissed, without any fault being found, with 37 months of the agreement yet to run, so that he claimed \$18,500 gold. He had made demands for the money and was refused. He had endeavoured to find suitable employment, but had failed to do so. Judgment for the plaintiff was given. [See above.]

It is reported from Seoul that an agreement was signed on the 22nd August between the Japanese Representative and the Korean Acting Minister of Foreign Affairs—binding Korea to consult the Tokyo Government before concluding treaties and granting concessions. The full text of the agreement will be published shortly. This compact virtually establishes Japan's suzerainty over Korea. Despite recent statements made by some foreign correspondents in Seoul, Japan's policy vis-a-vis Korea is now satisfactorily carried out. As for the currency reform, proposed inter alia by the Japanese Minister, Japan will advance Korea a certain sum required for the purpose. [See above.]

TELEGRAMS.

REUTER'S SERVICE.

ANTARCTIC EXPLORER REWARDED.

LONDON, 12th September.

Commander Scott of the *Discovery* has been promoted to the rank of Captain.

NO HOME RULE FOR PHILIPPINES.

LONDON, 12th September.

President Roosevelt, in accepting his nomination for candidate to the Presidency, justified the foreign policy of the Republic as conducive to peace. He declared that the abandonment of the Philippines would be fraught with disaster.

NON-COMBAT

MARINE COURT.

Wednesday, 14th September.

BEFORE HON. CAPT. L. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

"YING KING" v. "WING CHAI."

Ernest James Page, master of the river steamer *Ying King*, charged Samuel Bell-Smith, master of the river-steamer *Wing Chai*, with failing to observe the "rules of the road" on the night of the 4th inst. Mr. J. Hays, solicitor, prosecuted on behalf of the complainant; and Mr. E. J. Grist, solicitor, appeared on behalf of the defendant.

Mr. Hays said: The facts of the case are as follows: The *Ying King* started from Macao on Sunday (4th inst.) at about 7.30 p.m. on the return journey from Macao to Hongkong. She had on board 600 passengers or more. The vessel, in command of Capt. Ernest James Page, left on her three-hour voyage roughly speaking, and was, at the time in question, about two miles off Green Island light. The other steamer, which proved to be the *Wing Chai*, was then bearing on the port bow, about half-a-mile or less in front of the *Ying King*. I may state that the *Wing Chai*'s speed is not so great as the *Ying King*'s, a couple of knots an hour. Both were engaged on Sunday running excursions to Macao, and the *Ying King*, being the faster boat, could leave later and arrive at the same time as the *Wing Chai* at Hongkong. Near Hongkong the *Wing Chai* was on the port bow of the *Ying King*, the *Ying King* fast overhauling her. Capt. Page sounded one short blast to indicate that he was directing his course to starboard, and would pass the *Wing Chai* on the starboard side. The *Wing Chai* ported her helm, with the result that she came over to starboard across the course of the *Ying King*, a few hundred yards ahead of her. If the *Ying King* had continued on her course in all probability there would have been a collision. The *Ying King* gauged the *Wing Chai* on her starboard quarter. The *Ying King* put the helm hard a-port, and went parallel to the *Wing Chai*. As soon as this was done the *Wing Chai* again altered her course from starboard to port, and headed on her own course for Sulphur Channel. The points of the case as briefly described show that in doing what he did he failed to comply with the rule provided in regulation No. 21; he did not continue his course and speed, but deliberately altered his course, and in so doing a collision was narrowly averted.

Ernest James Page, master of the *Ying King*, said: I have held master's certificate for four years. My usual run is from Canton to Hongkong, but on Sundays I run excursions to Macao. I leave after the *Wing Chai* usually, to let her clear the river first. On Sunday, the 4th inst., I left Macao after half-past seven. The *Wing Chai* having gone some twelve miles previously. At half-past ten, off Green Island, the positions of the two ships were about three or four hundred yards apart. Green Island light bore N.E. and the *Wing Chai* bore about one point on the port bow. I could see only her stern light, and the deck lights. When I was that distance off the *Wing Chai*, rapidly gaining on her, I blew one blast on the whistle—a short blast to indicate to the *Wing Chai* that it was my intention to pass on the starboard side. Immediately after making this signal the *Wing Chai* ported her helm, crossing my bow from port to starboard. The helm must have been put over, as she altered her course quite four points. This necessitated my porting my helm and slowing down. I altered my course about four points, opening up Lamma Channel. My head would have been about S.E. by S. The *Wing Chai* then starboarded her helm and continued slow till the *Wing Chai* was well inside Sulphur Channel. I went slow to give the *Wing Chai* a chance to get well away. We were off our course about four or five minutes. We were not very near the land.

By Mr. Hays: Had I not done as I did I consider there would have been a very serious collision. We were going between twelve and thirteen knots. That is our usual speed. By Hon. Barnes-Lawrence: It was a dark, clear night.

By Mr. Hays: We had about 600 passengers on board, including some 200 Europeans.

By Hon. Barnes-Lawrence: I was on the bridge all the way from Macao to Hongkong. The wheel is on the bridge. The chief officer was with me.

By Mr. Grist: I was to the south of Chung Chow. I did not show you to the north of Chung Chow on the chart. We were two miles from Green Island. I was not steering for Sulphur Channel. I was steering to come on the starboard side of the *Wing Chai*. I had been on that course from the Beacon, approximately six miles from Green Island.

Mr. Grist: You had been steering to go on the starboard side of the *Wing Chai* for four miles. There was plenty of seaway?

Complainant: I was on the starboard quarter. The *Wing Chai* altered her course when I blew my whistle to go more to starboard. I was going about half-a-knot faster than the other vessel.

William Bright, chief officer of the *Ying King*, gave corroborative evidence. He had held a master's certificate for seven years. If the *Ying King* had not done as she did he thought there would have been a collision.

By Mr. Grist: We usually come up the middle fairway. The *Wing Chai* goes up the southern fairway.

Mr. Grist: And you wanted to pass her to starboard?

By Hon. Barnes-Lawrence: There was nothing to gain by passing the *Wing Chai*.

Paul Emil Heermann, a partner in the firm of Gasp & Co., said: I was a passenger. I sat on the bridge all the way from Macao to

Hongkong. I saw first of all a light, which afterwards turned out to be the light of a steamer. It was on the left-hand side. When I first saw it we had left Macao about one hour. The captain blew one sharp blast on our whistle. The other vessel crossed from left to right. Our captain rang the engine room bell several times, and, I think, altered his course. I watched because I thought there was danger of a collision. After a time I lost sight of her; I did not pay any attention to her.

There were some junks in a small harbour to the right of us.

Mr. Hays: Maybe the fishing junks off Chung Chow. Your Worship.

Hon. Barnes-Lawrence: How came you to be on the bridge?

Witness: I had chairs for myself and my wife there; it is a promenade deck.

Mr. Hays: I have to thank you for your evidence. If only passengers would come forward in this way it would give great help.

Mr. Grist: I would like to call a witness. Your Worship—Mr. Hammer.

Mr. T. Hammer, secretary of the Sanitary Board, said: I was a passenger on the *Wing Chai* on the 4th inst. I heard the whistle blown on the *Ying King*, one blast. I was sitting on the port side at the end of the deck-house. Some passengers alongside were talking of the stars, and I continued to watch them for some time. I do not think the course was altered.

Mr. Grist: Did the stars move? (Laughter)

Witness: No. I did not see them do so. I did not see any difference at all. If any order had been given to alter the course of the *Wing Chai* I should probably have heard it. I did not hear any.

By Hon. Barnes-Lawrence: I know the captain of the *Wing Chai*. I saw him on the bridge in front of me in the port corner some 15 feet distant from me. I do not know where he was when I heard the whistle blast. I think I should have heard any order, but I did not see the captain at that time.

By Mr. Hays: I was sitting about twelve feet from the wheel, on the boat deck. I was alone not speaking to anyone. I looked at the vessel that blew the whistle and then looked back at the stars, and continued to watch them. I was not star-gazing half-asleep. (Laughter).

By Hon. Barnes-Lawrence: If our ship had blown the whistle I should have heard it. We have been to Macao and Canton frequently, and have been on steamers in other parts of the world. I am not a nautical man.

Samuel Bell-Smith, master of the *Wing Chai*, the defendant, was sworn. He said: On Sunday I left Macao for Hongkong at about 7.30 p.m. When about two miles off Green Island I saw the *Ying King*. I had seen her all the way from Macao. I was on the bridge. I was steering a course right for the centre of Sulphur Channel. I heard the *Ying King* blow a blast. I did not alter my course or speed, but kept going right on. The *Wing Chai* and *Ying King* lie alongside the same wharf at Hongkong. I always use the southern fairway in Hongkong Harbour. The *Ying King* has always gone up the centre channel.

By Mr. Hays: I took the *Ying King* blast as indicating that she was going to try and pass us. We were going as hard as we could go about 12 knots. There is an object in a steamer getting in first: the passengers on the one who got in first get all the chairs and rickshaws. I was anxious to get in first. I do not know the speed of the *Ying King*; she may be a quarter-knot faster than we are. The *Ying King* was on our starboard quarter when she blew the whistle. I was standing in front of the wheel-house, binoculars in hand, looking ahead. On hearing the whistle I ran over to the starboard side, and saw the *Ying King* port-side-light, and masthead-light. She was astern, almost dead astern, all the time. I observed her every few minutes. I had probably seen all three lights.

Charles Herbert Scott, chief officer of the *Wing Chai*, bore out the previous witness's statements. He said the course was not altered from the time they passed Chung Chow Beacon until Green Island light was astern, or the speed as far as he knew. No orders had been given from the bridge. Until about two to three-and-a-half miles from Sulphur Channel he was in charge of the bridge, and then the captain took charge. He remained on the bridge till entering the Sulphur Channel, at the port side of the bridge house, though he had been relieved. He had no particular object in remaining on the bridge. He noticed a gentleman observing the stars, and spoke to one of the passengers. He went below about ten minutes after hearing the whistle. Two Chinamen were at the wheel, and the pilot also was there. The captain looked after the navigation.

Hon. Barnes-Lawrence: What is the use of the pilot?

Witness: Oh, it is the custom. The man at the wheel would not obey him. The pilot simply follows the course given to him. He gives any orders in narrow waters.

Hon. Barnes-Lawrence: I should have thought that is what a pilot is for.

Witness: They get paid there-to-assist the master. They have a knowledge of the tides, and are put there to advise the master on that point.

By Mr. Hays: Capt. Smith was in front of the wheel-house. I put the speed of the *Wing Chai* at its best, at 12½ knots. I should put the *Ying King*'s speed at 12½ to 13 knots.

By Mr. Grist: We usually come up the middle fairway. The *Wing Chai* goes up the southern fairway.

Mr. Grist: And you wanted to pass her to starboard?

By Hon. Barnes-Lawrence: There was

nothing to gain by passing the *Wing Chai*.

Paul Emil Heermann, a partner in the firm of Gasp & Co., said: I was a passenger. I sat on the bridge all the way from Macao to

Hongkong. I saw first of all a light, which afterwards turned out to be the light of a steamer. It was on the left-hand side. When I first saw it we had left Macao about one hour.

Witness: I would talk to the chief officer. Hon. Barnes-Lawrence: What did you take that whistle to mean?

Witness: To turn to port.

Hon. Barnes-Lawrence: Ask him again. Show him a model.

Witness explained starboard.

Hon. Barnes-Lawrence: You were standing by the wheel. When you heard the blast what was done?

Witness explained with the model that the *Wing Chai* altered her course to starboard, porting the helm.

Mr. Grist: He is taking it as a mythical case. Your Worship—a case of what should be done?

Witness was asked again, and he said that the *Wing Chai* did not alter her course, but went straight ahead.

Mr. Grist repeated his former remark, saying the interpreter asked something quite different.

Mr. Hays: Nonsense. It is palpable that he has made a blunder for his case. Does my friend know Chinese?

Hon. Barnes-Lawrence: If he took it as a mythical case, anyhow, he did not do the right thing. I might say, with great pain, that I believe the Celestial, from what I have seen of him, not at all satisfactory in giving evidence.

Mr. Hays: Where was Capt. Bell-Smith standing when the blast was blown?

Witness: In front of the steer-room.

Mr. Hays: How long?

Witness: All the time since they left Macao. The chief officer had been on the deck below.

Ip Kam, a quartermaster, was called. He heard the *Ying King* blow a whistle. He was standing on the starboard side of the wheel. He did not move the wheel.

As neither solicitor desired to address the bench the Hon. Barnes-Lawrence said: I will remand the case till 10.30 to-morrow. I will sift the evidence.

POLICE COURT.

Wednesday, 14th September.

BEFORE MR. J. H. KEMP (ACTING FIRST MAGISTRATE).

"YOKOZINA" CAPTAIN FINED.

For entering the harbour with arms on board, without reporting same to the Harbour Master. Captain H. Bleeker of the N. D. steamer *Yokozina* was fined \$25. The offence occurred on the 16th August last, and was discovered by the magistrate supplied to a clerk of the Hongkong and Kowloon Wharf and Godown Company.

Detective Inspector Grant deposed that, acting on instructions from the Captain Superintendent, he visited the Kowloon Godowns, where he found seventeen cases of arms, plainly labelled outside in English. He satisfied himself as to the nature of the contents, and then applied for the summons against the *Yokozina*'s captain. A boarding officer from the Harbour Master's office had reported the omission to the police.

Captain Bleeker admitted the facts, and said he supposed the person had had so much to do that he had not properly inspected the manifest, which involves the removal of the overcoat, that which involves the removal of the overcoat, should be placed in a humiliating position for a couple of hours, there would be a pretty outcry. But it is difficult to imagine such a thing occurring in a Japanese Court. Possibly it is only in Hongkong, where the magistrates appear to have a certain youthful irresponsibility and exuberance, that such an incident could happen. A recently our contemporary, in reporting the incident and chuckling over it, does not perceive that such things do not encourage the respect of the Chinese for British justice.

Mr. Kemp had to deal with a beachcomber named Sharp, known to the Force as "Ginger," who admitted having troubled the magistrate on seventeen previous occasions. Word had been repeatedly found for him, but he seemed to prefer vagrancy. He was again committed to the House of Detention.

ALLEGED THEFT.

Mr. Kemp had to deal with a beachcomber named Sharp, known to the Force as "Ginger," who admitted having troubled the magistrate on seventeen previous occasions. Word had been repeatedly found for him, but he seemed to prefer vagrancy. He was again committed to the House of Detention.

NEUTRAL GOODS ON JAPANESE SHIPS.

The *Law Journal* states that the destruction

by the Russian ships of their Japanese prizes

may give rise to a somewhat difficult question if

any of them should have neutral property on

board. The Declaration of Paris provides that

neutral goods, other than contraband, are not

liable to capture under the enemy's flag. Does

it follow that when a captured enemy's ship

carries neutral cargo it would be a violation of

the obligation imposed on the States adhering

to the Declaration to sink the ship when it is

impracticable to send her into port, and therefore

for that the only alternative is to release her?

We think not. Article III. of the Declaration of Paris was intended to make it clear that

a belligerent has no right to, confiscate neutral property.

It was not intended to prevent the exercise

of a recognised belligerent right.

Is the owner, of the neutral goods, then, entitled to compensation if his property has been destroyed together with the ship?

The correct answer is probably that when he shipped his property on

the ship he incurred the risk of its being destroyed

under certain circumstances together with the

ship, and therefore that he must be deemed to

have taken the risk of such a loss upon himself.

ABOUT FLOUR.

Eight Chinamen were charged with stealing

16 bags of flour, valued at \$36.8, property of

Fung Nam Kok, on the 13th inst. Two men,

accountant of No. 108, Wing Lok Street,

Detective-Sgt. Watt, of the Criminal Investi-

gation Department

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until unclaimed.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PIGERS, Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSU

THE Company's Steamship

"THIALES."

Captain Crowe, will be despatched for the above ports on SATURDAY, the 17th inst., at 3 P.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,

General Managers.

Hongkong, 15th September, 1904. [2229]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, SOUTHERN AND RANGOON.

THE Company's Steamship

"PENTAKOTA."

Captain R. H. Coop, will be despatched as above on WEDNESDAY, the 21st inst., at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 14th September, 1904. [2226]

HONGKONG CLUB.

NOTICE.

THE SIXTH HALF-YEARLY DRAWING of Sixty-Five Debentures of the Hongkong Club Payable on FRIDAY, the 30th September, 1904, will be held at the

HONGKONG CLUB HOUSE, at 11 o'clock A.M. on WEDNESDAY, the 10th September, 1904.

Bearers of Debentures are invited to attend the Drawing.

By Order,

C. H. GRACE,

Secretary.

Hongkong, 10th September, 1904. [2210]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of Members of the above Club will be held in the CITY HALL, on TUESDAY, September 20th, at 5.30 P.M.

By Order,

A. G. WARD,

Secretary.

Hongkong, 13th September, 1904. [2212]

CHINA COMMERCIAL STEAMSHIP CO., LTD.

WANTED.

A DOCTOR for the ss. "CLAVERING," running between Hongkong and Mexico.

Apply to

J. S. VAN BUREN,

Superintendent.

Hongkong, 7th September, 1904. [2169]

REQUIRED.

COMPETENT ACCOUNTANT, BRITISH, 25 years' experience in Banking, Bookkeeping, Shipping, Insurance, &c. Offers his Services as Bookkeeper or Office Assistant. Highest credentials.

Address—

A. E. B.

Care of King Edward Hotel.

Hongkong, 10th September, 1904. [2186]

A. LING & CO.,

FURNITURE STORE.

PLATED, GLASS AND CROCKERY WARE, &c., &c., and FOOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1904.

PUBLIC COMPANIES

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. JARDINE, MATHESON & CO., OFFICES, Pedder Street, Victoria, Hongkong, on THURSDAY, the 22nd day of SEPTEMBER, 1904, at 12.15 P.M., when the abjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 31st day of August, 1904, will be submitted for confirmation. Special Resolutions:

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new Shares of \$50 each.

2. That such new Shares be issued at a premium of \$30 per Share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new Share for every complete three Shares held by them on 1st October, 1904.

3. That the amount due for the new Shares be called up on 31st December, 1904.

Dated the 1st September, 1904.

By Order of the Board,

EDWARD OSBORNE,

Secretary.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

DURSUANT to Resolution of the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$1 a share.

Each Registered Shareholder on the 23rd day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 49 of the Company's Articles of Account to 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 28th SEPTEMBER, both days inclusive.

DOUGLAS LAPRAIK & CO.,

General Managers.

Hongkong, 13th September, 1904. [2219]

PUBLIC COMPANIES

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Hongkong Steam Water Boat Company, Limited, will be held at the REGISTERED OFFICES of the Company No. 37, Connaught Road, Victoria, in the Colony of Hongkong, on THURSDAY, the 22nd day of September, 1904, at 12 NOON, for the purpose of concluding and if thought fit passing the abjoined special Resolutions.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a Second Extraordinary Meeting which will be subsequently convened.

Dated 13th day of September, 1904.

By Order of the Consulting Committee,

J. W. KEW,

Manager.

1. That it is expedient to acquire and take over by way of amalgamation the business, and undertaking of Messrs. Lane, Crawford and Company, of supplying fresh water to ships and vessels in the Harbour of Hongkong, and that the provisional agreement for the purpose submitted to this Meeting be and is hereby approved to that Meeting be and is hereby authorised to adopt and ratify the said agreement and to carry the same into effect and to affix the Common Seal of this Company thereto, with full power to assent to any modifications in the agreement which may be made by either before or after the adoption thereof and that the said agreement becomes absolute by the said Managers and Consulting Committee and they are hereby empowered to increase the Capital of this Company to \$150,000 by the creation of 7,500 new shares of \$10 each to be issued as fully paid up shares and to be allotted to Messrs. Lane, Crawford and Company in consideration of the sale by them to the Company of their business of supplying fresh water to ships and vessels in the Harbour of Hongkong.

2. That the Articles of Association be altered in the following manner.

The following article shall be substituted for article 63 namely:

3. Mr. Joseph Whiteley Lew shall be the Manager of the business of the Company and shall be entitled to hold office for the term of five years from the 1st day of October, 1904, and he shall have the option at the expiration of the said term of five years of being the Manager of the business of the said Company for a further period of five years provided he exercise his said option in writing not less than six months prior to the expiration of the said first term of five years. During the said term of five years and the further term of five years the said Joseph Whiteley Lew may resign at any time upon giving to the Consulting Committee six calendar months previous notice in writing of his intention so to do. The said Joseph Whiteley Lew shall during the said term of five years and once during the further term of five years (if he shall then be Manager of the business of the Company) be entitled to leave of absence for a period of six calendar months. The said Joseph Whiteley Lew while holding the said office shall (save as aforesaid) reside in Hongkong.

The following article shall be substituted for article 66 namely:

4. As remuneration for his services the said Joseph Whiteley Lew shall be paid by the Company a salary of \$800 per month payable on the last day of every month and shall further be paid a yearly bonus of two and a half per cent. on the net profit of the company as shown and declared by the Company's annual balance sheet. The said Joseph Whiteley Lew shall be entitled to his said remuneration on the leave of absence. As remuneration for their services all subsequent Managers shall be paid such a salary as the Consulting Committee or the Company in General Meeting shall determine. Every Manager shall be reimbursed out of the Company's funds all monies properly expended by him on the Company's behalf.

The following article shall be substituted for article 76 namely:

5. There shall be a Consulting Committee consisting of not less than two or more than four members of the Company.

Alfred Holland Kelton a member of the firm of Lane, Crawford and Company or in case of his death or absence from Hongkong one of the members of the firm of Lane, Crawford and Company for the time being shall be a permanent member of the Consulting Committee and shall be entitled to retain office so long as Messrs. Lane, Crawford and Company hold not less than 1,000 shares in the Company.

It shall be for the Company in General Meeting to determine who shall be the remaining members for the time being of the Consulting Committee and they shall be appointed once in every year by the Company in General Meeting.

Article 82 shall be cancelled.

The remaining articles 83 to 123 be renumbered 82 to 122 for reference accordingly.

In article 84 as so renumbered 83) the words—"The sum of \$500 each per annum whilst holding office" shall be substituted for the words—"Shall not exceed \$750 per annum to be divided between the several members thereof in such manner as they shall agree upon."

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on WEDNESDAY, the 28th SEPTEMBER, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 28th SEPTEMBER, both days inclusive.

DOUGLAS LAPRAIK & CO.,

General Managers.

Hongkong, 13th September, 1904. [2219]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

TO DAY (THURSDAY), AND TO MORROW (FRIDAY),

the 15th and 16th September, 1904, at 10 A.M.,

each day, at H. M. NAVAL YARD,

SUNDAY NAVAL VICTUALLING,

OBSCURE AND

CONDAMMED STORES,

Comprising—

BOATS, ENGINES and BOILERS,

BRASS, COPPER, IRON, PAPERSTUFF,

CANVAS, FURNITURE, PROVISIONS,

IMPLEMENT, &c.

Catalogues will be issued.

TERMS OF SALE—As Customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 13th September, 1904. [2219]

AUCTIONS

NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

TO MORROW (FRIDAY),

the 16th SEPTEMBER, 1904, at 3 P.M., at their

Offices in Ice House Street.

THE VALUABLE LEASEHOLD PROPERTY,

Known and registered in the Land Office as

SECTION A OF INLAND LOT No. 99,

with the premises thereof.

Now known as

Nos 255, 257, 259, 261, 263 and 265, Queen's

Road Central, and Nos. 34, 36 and 38,

Hillier Street.

The property has an area of 2,934 square feet

and is subject to an apportioned Crown Rent of

£100/2s. It is held from the Crown for the

residue of the term of 75 years from the 26th

day of June, 1883, and for a further term of

92 years respectively created therein by a

Crown Lease of the said Inland Lot No. 99 and

the Indenture of Extension thereof respectively

INTIMATIONS

"APOLLO"

MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY EASY.

YOUNG AND OLD CAN PLAY THE NOBLEST SCORE WITH THE FINISH AN EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE AND IS SOLD AT A REASONABLE PRICE.

EITHER FOR

Cash OR Hire

PURCHASE FROM

\$385.

THE APOLLO MASTER

PIANO PLAYER.

DAILY RECITALS

THE

ROBIN:ON PIANO CO. LTD.

Hongkong, 24th August, 1904. [2150]

AVIS.

LE 30 Septembre, 1904, à 10 heures du matin, il sera procédé à la Chancellerie du Consulat de France à Canton à la vente aux enchères publiques du "vapeur le Rhône", de 250 tonnes, actuellement mouillé dans la rade de Canton.

Le bâtiment est muni de ses ancrées, chaînes, agrès et appâts divers.

Canton, le 10 Septembre, 1904.

LE CHANCIER P.L.

L. de Sivry,

FOUND.

A YOUNG POINTER DOG—with Chain attached; no number on Collar; Liver and White Colour, apparently not purebred. Owner can have same on application and payment of expenses.

HERBERT W. LOOKER, Hongkong, 10th September, 1904. [2208]

NOTICE TO MARINERS,

No. 211 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

TSUNGMING CROSSING.

Alterations in buoyage of Tsungming Crossing.

REFERRING to Notice to Mariners, No. 209 (Special). Notice is hereby given that the following changes in the buoyage of the Tsungming Crossing have been effected:

The EAST ENTRANCE Buoy has been shifted 3.2 Cables S. 10° E. from its former position and painted BLACK. It now marks the South side of the Channel, and from it the Quarantine Beacon bears S. 65° 15' W. distant 3.18 miles.

The FIRST CROSSING Buoy has been shifted 0.5 cable South from its former position, and from it the Quarantine Beacon now bears S. 53° W. distant 3.24 miles.

The WEST SPIT Buoy has been shifted 6.2 Cables S. 51° E. from its former position, and from it the Quarantine Beacon now bears S. 45° E. distant 1.5 miles.

An inward bound vessel should pass the buoys on her port hand at a distance of 1.5 cables. The least water on this course is 23 feet at Low Water of Spring Tides.

All Bearings given are Magnetic.

H. G. MYRE.

Acting Deputy Coast Inspector.

Imperial Maritime Customs.

Coast Inspector's Office,

Shanghai, 7th September, 1904. [2220]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA-MUTUAL S.N. CO.

For further particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Quater Road.

A. S. MIHARA,

Manager.

Hongkong, 20th May, 1904. [2261]

CORRESPONDENCE.

THE LATE MR. DORABJI NOWROJI TO THE EDITOR OF THE "DAILY PRESS".

Kobe, 31st August.

SIR.—I most respectfully solicit your kind indulgence to permit me to make a suggestion to all nationalities through the medium of your widely-circulated journal.

The recent decease of the late Dorabji Nowroji is yet fresh in our minds, and I sincerely believe that many, very many of his admirers of whatsoever caste would readily acquiesce in the formation of a Committee, the object of which would be to perpetuate the memory of the late Dorabji Nowroji, by inviting the cosmopolitan communities to subscribe towards a fund for the purpose of erecting a bust of the late Dorabji Nowroji, of such a nature, and in such a place, as the Committee may decide.

It may be safely assumed that the memory of many far-less distinguished men than the late Dorabji Nowroji has been immortalised by a bust of statue; this being the case, how much more does the memory of the late Dorabji Nowroji claim our universal attention; not in one port alone, but throughout the East where there meet to whom the memory of the late Dorabji Nowroji is now a sacred topic?

I respectfully call upon my fellow admirers to give the subject their earnest attention, and to make suggestions accordingly, presuming, of course, that you, the Editor of this journal, will kindly place a space in the columns of your paper to enable interested friends to give their opinions and suggestions.

Naturally, the formation of a Committee would be among those who were the most closely connected with the deceased gentleman, and this I am sure that all classes of people would agree with.

Personally, I should be most happy to undertake the collection of subscriptions from friends in Japan here, and as the purpose does not exclude any nationality or caste, I feel sure that a prompt response would be made to this worthy end.

If a Committee be formed, I offer my services in this matter, and would forward, to the responsible person or persons, the amount I could collect in Japan, together with the names of donors, for publication in due time.

Sincerely trusting that this subject will be taken up in the spirit in which I make my humble suggestion.—Yours, &c.,

H. E. BOTTLEWALLA.

THE ORIGIN OF PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS".

SIR.—In reading your interesting review of Dr. Hunter's report on his researches into the infectivity of the plague germ, I was rather struck by the remark that Dr. Hunter regards the discovery of the *bacillus pestis* in the blood before the bubo develops as a "new discovery."

The layman who has been sufficiently interested to read the frequent medical reports on the subject of the epidemics in Hongkong must wonder, when he reads such a statement, why it has taken so long to make this discovery. It is far from being a newly-discovered fact that in plague-infected districts people have had high fever many days before a bubo appeared. (See Dr. Lawson's report on the epidemic of 1894, pp. 10.)—Yours truly.

L. de Sivry,

FOUND.

WAS IT COWARDICE?

Further disclosures make more accountable day by day the action of the Russian fleet in the engagement with Admiral Togo on the 10th of August. We explained yesterday morning that the statements industriously circulated when the *Aeskold* arrived here that she was obliged to seek safety in flight because she had exhausted her ammunition—for which reason she professed to be unable to return the salute of H.M.S. *Fearless* at Woosung—were entirely unfounded. We now learn from Tsingtao that the same was the case with the *Cesarewitch*. When she arrived there the officers claimed that the vessel had no ammunition left. When the German authorities took the ammunition from her magazines, it was found that she had very much more than a hundred rounds for each of her 12-inch and 6-inch guns, and more than four thousand rounds for her smaller guns. It has been also ascertained that the large hole under water which was supposed to destroy her power to navigate exists only in the imagination of her officers. The death of Admiral Wittegen in the action prevents our knowing what his plan of attack was when the fleet went out, and Prince Utkhotovsky was put into a difficult position by having to take over the command when the action was half through and the ships already scattered; but the historian of the war will want to know more about what happened, and why, than we have so far been able to discover.

N.C. Daily News.

CALL FLAG E.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron.

Moderate charges. Works solicited.

J. D. EDWARDS,

Manager.

Amoy, 3rd December, 1903. [150]

AMOY ENGINEERING CO., LTD., AMOY

THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS

Hongkong, 31st July, 1903. [1898]

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.

EXPORTERS AND CONTRACTORS.

Sole Agents of

QUAN TAI & CO., Lime Manufacturers.

All descriptions of

GRANITE AND MARBLE FOR EXPORT.

Dealers in

GRANITE AND MARBLE MONUMENTS

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD, EAST.

Hongkong, 17th October, 1899. [174]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

F. C. CALVERT & CO., MANCHESTER, ENGLAND.

68—1

THE COMING MAN IN CHINA.

Mr. A. R. Colquhoun, writing in the *North American* for July, suggests that the regeneration of China may be achieved by the Chinese General Yuan Shih-Kai. He says:

The necessity of a trained army for China, with all the accompaniments of modern equipment, and long service required by some of the foremost Chinese statesmen of the day, and by now more clearly than by the Generalissimo of the Northern Forces, Yuan Shih-Kai. This personnel has accomplished the difficult task of balancing himself on two stools, being at once the favorite of the Empress Dowager, and the favourer of reform. It is well known that he gained the confidence of that remarkable woman, Tsu-Hsia, by an act of treachery to the reformers; but it is also conceded by many who are in sympathy with the Reform party, that at the time of the *Boxer* War, their programme was revolutionary and unlikely to produce good results. Yuan Shih-Kai, having gained a firm footing by his action, has since that time quietly but firmly supported the less visionary reforms, and at the present time has achieved a unique position in China. He is regarded by his countrymen as their one hope in the future, and Europeans who know him speak in the highest terms of his character and capacity. His chief efforts have been bent to the training and equipment of an army in Northern China; for one of his maxims is, that a people without a force is useless.

It is needless to say that Japan plays a great part in the considerations of this Chinese statesman. It must be remembered that, unlike Li Hung-Chang, he has resisted the influence of Russia, while to Germany he has been a thorn in the side in Chihli and Shantung, resisting her attempts at encroachment, baring her way to concessions, and generally making himself as unpleasant as possible. Nevertheless, while employing every means of Japanese methods in drilling and equipping his men, he is not, as is sometimes represented, a Japanese tool. His

system is "China for the Chinese." He expresses vigorously the belief that, whichever party wins in the present struggle, China will not be a gainer, unless, and we can imagine that his mental reservation on this subject would be "unless China can bring forward a policy backed by force." The lesson taught by Russia in Manchuria, by Germany in Shantung, and by the Allied Armies as they marched to Peking, has sunk into the hearts of the Chinese, to whom any less forcible lesson would have been useless. If Yuan Shih-Kai fulfills the promise he has given, he is only forty-five years old—he may prove the leader for whom China has waited so long.

If a Committee be formed, I offer my services in this matter, and would forward, to the responsible person or persons, the amount I could collect in Japan, together with the names of donors, for publication in due time.

Charles' Forde's Bile Beans for Biliouness are a cure for indigestion, anæmia, weakness, female ailments, heat fits, malarial, neuralgia, lumbago, rheumatism, debility, palpitation, pains in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, skin eruptions, and all ailments having a common origin in impurity of blood, a general congestion of the system and loss of vital force.

Of all chemists and medicine vendors. Price 75 cents (Mex.) per bottle. [1201-5]

Best for the Skin and Complexion.

CALVERT'S CARBOLIC TOILET SOAP

(Soaping, cleansing and antiseptic.)

Plentiful to use, especially to sufferers from perspiration, and most refreshing in hot climates.

F. C. CALVERT & CO., MANCHESTER, ENGLAND.

68—2

THE SWATOW GRASS CLOTH, SILK and DRAWN THREAD WORK DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

Swatow, 8th June, 1904. [2160]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

H. E. REYNELL & CO., LTD., AMOY.

68—3

HIGH-CLASS TAILORS & OUTFITTERS.

SHIRT & BREECHES MAKERS.

FIT, QUALITY, WORKMANSHIP GUARANTEED.

PRICE, VERY MODERATE.

NOW SHOWING—LATEST FLANNEL SUITINGS,

NEW STOCK OF TIES, STRAW HATS, FELT HATS, PANAMAS, BOOTS AND SHOES, &c., &c., &c.

INSPECTION INVITED.

Hongkong, 5th August, 1904. [1912]

TONG CHONG WO & CO.

No. 98, QUEEN'S ROAD CENTRAL.

MANUFACTURERS OF HAND-MADE, PURE HAVANA CIGARS AND CIGARETTES.

They are made of best Havana leaves and possess a mild and choice flavour.

INSPECTION COURTEOUSLY INVITED.

Hongkong, 26th May, 1904. [1353]

WEI CHEETO & CO.

SHIPPING.

ARRIVALS.

ANOHIN, German str., 1,001, F. Schaefer, 14th September, Bangkok 1st Sept., Rice—Butterfield & Swire.

APPENDA, German str., 611, A. P. Uderup, 14th Sept.—Haiphong 9th September, General—Jensen & Co.

AUSTRALIEN, French str., 2,888, H. Veron, 14th Sept.—Marseille and Saigon 10th Sept., Mails and General—Messengeries Maritimes.

GRUNEWALD, German str., 5,004, H. Blaecker, 13th Sept.—Yokohama 3rd September, General—Melchers & Co.

HEDDON, British str., 2,377, John Burnett, 14th Sept.—Kerlun 12th Sept., General—Standard Oil Co.

KWANGTUNG, Chinese str., 1,054, Lincoln, 14th September—Canton 13th Sept., General—Chinese.

M. SCHREUER, German str., 966, P. Brandt, 14th September, Tamsui 11th Sept., Amoy 12th and Swatow 13th, General—Osaka Shosen Kaisha.

PENINSULAR, British str., 4,149, Ellison Warrell, 14th Sept.—Liverpool and Singapore 9th Sept., General—Butterfield & Swire.

OSCAR II, Norwegian str., 2,090, R. Olsen, 13th September—Kuttenmota 8th Sept., Coal—M. B. Kaisha.

PETRECH, German str., 1,252, C. Ahrens, 14th September—Saligon 9th Sept., General—Chinese.

AUSTRALIAN PORTS.

YOKOHAMA, VIA SHANGHAI, MOJI & KOBE

NAGASAKI, KOBE & YOKOHAMA

KOBE

SHANGHAI NAGASAKI, HIJOGA & YOKOHAMA

SHANGHAI

SHANGHAI, YOKOHAMA & KOBE

SHANGHAI

AMOY, STRAITS & RANGOON

TAM-SU, VIA SWATOW & AMOY

TAMSU, VIA SWATOW & AMOY

FRITHJOF

PROVIDENCE

WOSANG

THALES

KANSU

YUENSANG

ZAFIRO

EASTERN

TAMING

TREMONT

SUNGKUANG

ROBI

FAUSANG

A. APCAR

STEAMSHIP SERVICE TO NEW YORK
VIA SUEZ CANAL
(With liberty to call at Philippine Ports.)

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
14th September.

Burton, British str., for Nagasaki.

Dott, Norwegian str., for Newchwang.

Glare, British str., for London.

Holmby, British str., for Swatow.

Kwankang, Chinese str., for Canton.

Layard, American str., for Manila.

Neidle, German str., for Shanghai.

DEPARTURES.

14th September.

AUSTRIALIEN, French str., for Shanghai.

GRUNEWALD, German str., for Yokohama.

KONG BENG, German str., for Durban.

MACHEW, German str., for Bangkok.

MAL-CCA, British str., for Shanghai.

PENINSULAR, British str., for Shanghai.

SIKH, British str., for Shanghai.

TRIUMPH, German str., for Swatow.

VESSELS IN DOCK.

14th September.

ABERDEEN DOCKS—*Ruhi*.

KOW LOON DOCKS—U. S. S. *Pathfinder*.

Kowai, Palled, Empress of Japan, Yuenlong.

COS MELITAN DOCK—Arrived Apear.

VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Bucknall Line Steamship.

"BAROTSE" will be despatched for the above ports on MOBROW, the 16th inst., at DAYLIGHT, For Freight, apply to

A. S. MIHARA
Agent.

Hongkong, 9th September, 1904. [218]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"AKRATOO APCAR," Captain E. Fey, will be despatched for the above ports on FRIDAY, the 16th inst., at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSON & CO., LTD.

Agents.

Hongkong, 12th September 1904. [217]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEEN, DJIBOUTI, EGYPT, MARSELLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, ALSO RIVER PLATE.

ON TUESDAY, the 20th September, 1904, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Bourdon, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSELLES via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australasian line as "Nera," bound for MARSELLES via BOMBAY and ADEEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on Monday, the 19th September. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

C. de CHAMPEAUX, Agent.

Hongkong, 5th September, 1904. [220]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"CLAVERBURN," will be despatched for the above port on or about

TUESDAY, the 16th October.

For Freight, apply to

SHEWAN, TOME'S & CO.

General Agents.

Hongkong, 13th September, 1904. [221]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT & PAYMENT	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	NUBIA	Brit. str.	F. N. Tillard	P. & O. S. N. Co.	24th inst., at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	FOAMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 30th inst.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	Brit. str.	BUTTERFIELD & SWIRE	27th inst.	
LONDON, AMSTERDAM & ANTWERP	PATEOLUS	Brit. str.	Dickens	BUTTERFIELD & SWIRE	11th Oct.
MARSELLES, &c., VIA PORTS OF CALL	PINGUET	Brit. str.	Dickens	BUTTERFIELD & SWIRE	25th Oct.
BREMEN, VIA PORTS OF CALL	E. SIMONS	Ger. str.	Bourdon	MESSAGERIES MARITIMES	26th inst., at 1 P.M.
SCANDIA	BAUERN	Ger. str.	Luning	MELCHERS & CO.	28th inst., Noon.
SCANDIA	SCANDIA	Ger. str.	Behrens	HAMBURG-AMERIKALINE	29th inst.
SCANDIA	SCANDIA	Ger. str.	von Döhren	HAMBURG-AMERIKALINE	18th Oct.
SCANDIA	SCANDIA	Ger. str.	Schulke	HAMBURG-AMERIKALINE	1st Nov.
SCANDIA	SCANDIA	Ger. str.	Madsen	HAMBURG-AMERIKALINE	15th Nov.
SCANDIA	SCANDIA	Ger. str.	Fork	HAMBURG-AMERIKALINE	29th Nov.
SCANDIA	SCANDIA	Ger. str.	G. C. Cundy	SHEWAN, TOME'S & CO.	23rd inst.
SCANDIA	SCANDIA	Ger. str.	Colledani	SANDER, WILHELM & CO.	30th inst., P.M.
SCANDIA	SCANDIA	Ger. str.	FRITHJOF	BUTTERFIELD & SWIRE	22nd inst.
SCANDIA	SCANDIA	Ger. str.	W. H. W. Snow	BUTTERFIELD & SWIRE	22nd Oct.
SCANDIA	SCANDIA	Ger. str.	P. & O. S. N. Co.	SHEWAN, TOME'S & CO.	About 16th Oct.
SCANDIA	SCANDIA	Ger. str.	DODWELL & CO., LTD.	STANDARD OIL CO.	About 15th inst.
SCANDIA	SCANDIA	Ger. str.	Pylus, R.N.E.	DODWELL & CO., LTD.	About 16th inst.
SCANDIA	SCANDIA	Ger. str.	Pylus, R.N.E.	CANADIAN PACIFIC R. CO.	21st inst.
SCANDIA	SCANDIA	Ger. str.	Pylus, R.N.E.	CANADIAN PACIFIC R. CO.	12th Oct.
SCANDIA	SCANDIA	Ger. str.	Pylus, R.N.E.	DODWELL & CO., LTD.	10th inst.
SCANDIA	SCANDIA	Ger. str.	Pylus, R.N.E.	BUTTERFIELD & SWIRE	3rd Oct.
SCANDIA	SCANDIA	Ger. str.	Pylus, R.N.E.	POORTLAND & ASIATIC CO.	To-morrow.
SCANDIA	SCANDIA	Ger. str.	Schuldt	GIBB, LIVINGSTON & CO.	17th inst., Noon.
SCANDIA	SCANDIA	Ger. str.	Ellis	GIBB, LIVINGSTON & CO.	19th inst.
SCANDIA	SCANDIA	Ger. str.	Moore	BUTTERFIELD & SWIRE	1st inst.
SCANDIA	SCANDIA	Ger. str.	H. G. H. Lewellin	NIPPON YUSEN KAISHA	1st inst.
SCANDIA	SCANDIA	Ger. str.	H. G. H. Lewellin	NIPPON YUSEN KAISHA	To-morrow, D-light.
SCANDIA	SCANDIA	Ger. str.	H. G. H. Lewellin	TIENTSIN	To-day.
SCANDIA	SCANDIA	Ger. str.	H. G. H. Lewellin	TIENTSIN	To-morrow, D-light.
SCANDIA	SCANDIA	Ger. str.	H. G. H. Lewellin	SACHSEN	To-morrow, D-light.
SCANDIA	SCANDIA	Ger. str.	H. G. H. Lewellin	ZIETEN	To-morrow, D-light.
SCANDIA	SCANDIA	Ger. str.	H. G. H. Lewellin	PRINZESS ALICE	To-morrow, D-light.
SCANDIA	SCANDIA	Ger. str.	H. G. H. Lewellin	PRINZ REGENT LUFTPOLD	WEDNESDAY
SCANDIA	SCANDIA	Ger. str.	H. G. H. Lewellin	PREUSSEN	WEDNESDAY
SCANDIA	SCANDIA	Ger. str.	H. G. H. Lewellin	PRINZ EITEL FRIEDRICH	WEDNESDAY
SCANDIA	SCANDIA	Ger. str.	H. G. H. Lewellin	PRINZ HEINRICH	WEDNESDAY

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
KOBE	TIENTSIN	C. D. Goldsmith, R.N.R.	Daylight, 16th Freight only.
YOKOHAMA, VIA SHANGHAI	MANILA	H. G. H. Lewellin, R.N.R.	About 16th Freight only.
HAL MOJI and KOBE	MANILA	H. G. H. Lewellin, R.N.R.	(Passing through the Inland Sea) September
SHANGHAI	MALTA	C. L. Daniel	About 22nd Freight and Passage.
LONDON, &c.	NUBIA	F. N. Tillard	Noon, 24th See Special
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	FORMOSA	B. H. W. Snow	About 30th Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th September, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.			
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.	18th		
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.			
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.			
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.			
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION			
STEAMERS.			
			1904
PRINZ HEINRICH			
BAYERN		WEDNESDAY	28th September
SACHSEN		WEDNESDAY	12th October
ZIETEN		WEDNESDAY	26th October
PRINZESS ALICE		WEDNESDAY	9th November
PRINZ REGENT LUFTPOLD		WEDNESDAY	23rd November
PREUSSEN		WEDNESDAY	7th December
PRINZ EITEL FRIEDRICH		WEDNESDAY	21st December
PRINZ HEINRICH		WEDNESDAY	4th January 1905

ON WEDNESDAY, the 28th day of SEPTEMBER, 1904, at NOON, the Steamship "BAYERN," with MAILS, PASSENGERS, SPEC

OCEAN STEAM SHIP CO., LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

STEAMERS	DUE
ACHILLES	On 24th September.
DEUCALION	On 1st October.
ULYSSES	On 8th October.

HOMEBWARDS.

STEAMERS	TO SAIL
IDOMENUS	On 22nd September.
TYDEUS	On 27th September.
PATROCLUS	On 11th October.
ALCINOUS	On 22nd October.
PINGSUEY	On 25th October.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	DEUCALION..... On 3rd October.

For Freight, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 26th August, 1904.

**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	TO SAIL
KOBE	* CHINGTU	On 15th September.
PORT DARWIN, THURSDAY		
ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE	* CHANGSHA	On 19th September.
SYDNEY AND MELBOURNE		
MANILA	* TAMING	On 20th September.
SHANGHAI	* WOOSUNG	On 20th September.
NINGPO AND SHANGHAI	* WAMPAA	On 22nd September.
MANILA, CEBU AND ILOILO	* SUNGKIAN	On 23rd September.
SWATOW, CHEFOO AND TIENTSIN	* KANSU	On 26th September.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.		
+ Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		
BUTTERFIELD & SWIRE, AGENTS.		

Hongkong, 15th September, 1904.

**INDO-CHINA STEAM NAVIGATION CO.
LIMITED.**

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.		
FOR	STEAMERS	TO SAIL
SINGAPORE AND SURABAYA	* FAUSANG	Thurs., 15th Sept., 3 P.M.
SWATOW, CHEFOO & TIENTSIN	* WOSANG	Thurs., 15th Sept., 4 P.M.
MANILA	* YUENSANG	Friday, 16th Sept., 4 P.M.
+ SHANGHAI	* CHOYSANG	Friday, 16th Sept., 5 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to—

**JARDINE, MATHESON & CO.,
GENERAL MANAGERS.**

Hongkong, 15th September, 1904.

SOUTH AFRICAN LINE OF STEAMERS.HONGKONG DIRECT, OR VIA CHIN-WAN-TAO OR CHEFOO, TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

SS. "SWANLEY"	Captain J. P. Dawson.
SS. "COURTFIELD"	Captain J. W. Martin.
SS. "CRANLEY"	Captain W. E. Steele.
SS. "IKBAL"	Captain M. Robertson.
SS. "ASCOT"	Captain C. E. Cox.
SS. "TWEEDDALE"	Captain T. M. Milne.
SS. "LOTHIAN"	Captain J. C. Williamson.
SS. "INKUM"	Captain E. S. Pearce.

For Freight, apply to

**GIBB, LIVINGSTON & CO.,
AGENTS.**

Hongkong, 6th September, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.VIA PORTS AND SUEZ CANAL
PROPOSED SAILINGS FROM HONGKONG.

1904. About

"ATHOEL" ... 16th Sept.

"SAGAMI" ... 30th Sept.

"HINDUSTAN" ... 8th Oct.

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 9th August, 1904.

**GIBB, LIVINGSTON & CO.,
AGENTS.**

Hongkong, 6th September, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE Imperial German Mail Steamship.

"SACHSEN,"

Captain H. Feyen, due here with the outward

German Mail about THURSDAY, at 6 A.M.,

will leave for the above places about 12/24 hours

after arrival.

NORDDEUTSCHER LLOYD.

For further particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 12th September, 1904.

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw

Steamer

"TAI ON."

Captain J. Lawrence, leaves the Tung-Yik

Wharf, Peppa West, on MONDAYS,

WEDNESDAYS AND FRIDAYS at 8.00 P.M.

returning from Canton on TUESDAYS,

THURSDAYS AND SATURDAYS, at 5 P.M.

FARNS—

Saloon ... \$2.00

Chinese Saloon ... \$1.00

2nd Class ... 60.

Steerage ... 0.20

This well-known steamer has been fitted

throughout with Electric Light. Unrivalled

accommodation, excellent cuisine, best brands of

Wines and Spirits at moderate charges.

YIK ON S. S. CO.

309, Des Voeux Road Central.

Hongkong, 9th July, 1904.

Agents.

Princes' Buildings.

Hongkong, 3rd September, 1904.

1674

VESSELS ON THE BERTH
THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUSTRA-
LIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamer

NUBIA

Captain F. N. Tibard, carrying His Majesty's
Mail, will be despatched from this for Bombay
on SATURDAY, the 24th SEPTEMBER, at
NOON, taking passengers and cargo for the
about ports in connection with the Company's
s.s. "Himalaya," 6,988 tons, from Colombo.
Passenger's accommodation in which vessel is
secured before departure from Hongkong.Silk and Valuables, all cargo for France, and
Tea for London (under arrangement), will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London;
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "Persia," due in
London on the 6th November.Parcels will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 16th September, 1904.

NATAI LINE OF STEAMERS.

THE Undersigned GENERAL AGENT

in CHINA AND JAPAN for the above Lin-
are prepared to issue THROUGH BILLS OF
LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailing from
CALCUTTA for CAPE PORTS every fortnight.For Freight and further particulars,
apply to
DODWELL & CO., LIMITED.General Agents for China and Japan.
Hongkong, 15th August, 1904.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING,"
Captain E. J. Page, of 1,088 tons, Registered, is
the newest, fastest, and most luxuriously furnished
steamer on the line and is lighted throughout
with electricity; hot and cold water service.
The cuisine is unequalled.Leaving Hongkong every MONDAY, WEDNESDAY
and THURSDAY EVENING, at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class ... \$3.00 for Single journey
2nd Class ... 1.50
Meals ... 1.00 each.The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S. S. CO., LTD.
No. 216, Wing Lok Street.
Hongkong, 27th February, 1904.

NOTICE TO CONSIGNEES.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"
951 Tons, Captain J. McGinty, will leave for
Canton at 9 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.First-class Fare, \$3 each way. Second-
class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD.
No. 147, Connaught Road Central.

Hongkong, 15th March, 1904.

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL,"

FROM BOMBAY, COLOMBO AND
STRaits.

Cognizance

POST OFFICE NOTICES.

The *Doric*, with the American mail of the 18th ult., left Shanghai on Tuesday, the 13th inst., at noon, and may be expected here to-day.
 The *Europa*, with the German Mail, left Singapore on Saturday, the 10th inst., at noon, and may be expected here to-day.
 The *Salazie*, with the French mail of the 19th ult., left Singapore on Monday, the 12th inst., at 6 p.m., and may be expected here on or about Monday, the 13th inst. This packet brings replies to letters despatched from Hongkong on the 10th July.

MAILS WILL CLOSE.

FOR PRE DATE.

Canton. *Hongkong* *Hue* *Legazpi*

Shanghai, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)

Manila. *China*

Shanghai	Thursday, 15th	7.30 A.M.	
Macau	Thursday, 15th	9.00 A.M.	
Singapore and Sourabaya	Thursday, 15th	9.00 A.M.	
Samoa, Shuikung, Taikung and Wuchow	Thursday, 15th	10.00 A.M.	
Kobe	Printed Matter and Samples	10.00 A.M.	
Shanghai	Registration, with late	10.00 A.M.	
Manila	(Registration, with late	10.00 A.M.)	
Others	11.00 A.M.		
Kwangtung	Thursday, 15th	1.00 P.M.	
Guangzhou	Thursday, 15th	1.15 P.M.	
Wusong	Thursday, 15th	2.00 P.M.	
Fusang	Thursday, 15th	2.00 P.M.	
Samui	Thursday, 15th	4.00 P.M.	
Tiernan	Thursday, 15th	5.00 P.M.	
Pinasay	Thursday, 15th	5.00 P.M.	
Oscar II	Thursday, 15th	5.00 P.M.	
Chingtu	Thursday, 15th	5.00 P.M.	
Linton	Thursday, 15th	5.00 P.M.	
Tarhur	Thursday, 15th	5.00 P.M.	
Houto	Thursday, 15th	5.00 P.M.	
Wuzechai	Thursday, 15th	5.00 P.M.	
Kishuan	Friday, 16th	7.30 A.M.	
Hankow	Friday, 16th	1.00 A.M.	
Argonite	Friday, 16th	1.15 P.M.	
Hestings	Friday, 16th	2.00 P.M.	
Arabian Apear	Friday, 16th	3.00 P.M.	
Yarassang	Friday, 16th	4.00 P.M.	
Chayang	Friday, 16th	5.00 P.M.	
Portau	Friday, 16th	5.00 P.M.	
Takung	Friday, 16th	5.00 P.M.	
Taihuan	Friday, 16th	5.00 P.M.	
Hofu	Friday, 17th	5.00 P.M.	
Wuzechai	Saturday, 17th	7.30 A.M.	
Kraibon	Saturday, 17th	9.00 A.M.	
Zupro	Saturday, 17th	11.00 A.M.	
Eastern	Saturday, 17th	11.00 A.M.	
Hemphill	Saturday, 17th	1.15 P.M.	
Phales	Saturday, 17th	2.00 P.M.	
Stento	Saturday, 17th	5.00 P.M.	
Telocher	Saturday, 17th	5.00 P.M.	
Houa	Saturday, 17th	5.00 P.M.	
Wingphai	Saturday, 17th	5.00 P.M.	
M. Strick	Sunday, 18th	9.00 A.M.	
Lindau	Sunday, 18th	9.00 A.M.	
Tarhur	Sunday, 18th	9.00 A.M.	
Hofu	Sunday, 18th	9.00 A.M.	
Wuzechai	Sunday, 18th	9.00 A.M.	
Fidshan	Sunday, 18th	9.00 A.M.	
Philippines	Monday, 19th	11.00 A.M.	
Chengdu	Monday, 19th	4.00 P.M.	

The A.L. steamer *Trieste* left Singapore for this port on the 12th Sept., p.m.

The O.S. & C.M. steamer *Achilles* left Singapore on the 13th Sept., at noon, and is due here on the 13th Sept., at noon.

The E.A. steamer *Australian*, from Sydney, A.C. is due at Manila on the 16th Sept., and will be here on the 19th Sept.

The Indo-China steamer *Laisang*, from Calcutta and the Straits, left Singapore for this port on the 13th Sept., at 6 p.m., and may be expected here on the 19th Sept.

The Boston S.S. Co.'s steamer *Tremont* arrived at Yokohama on the 13th Sept.

The Barter Line steamer *Shimosa* left New York on the 11th Aug.

The C.P.R. steamer *Athenian* left Vancouver on Monday, the 29th Aug., p.m., for Hongkong via the usual ports of call.

The Boston Towboat Co.'s steamer *Lyra* left Seattle for Japan, Hongkong, and Manila on the 7th Sept.

The C.N. steamer *Taiping*, from Australian ports, left Sydney on the 9th Sept., and is due here on the 2nd October.

The P.C. steamer *Aromedia* left Portland on the 31st Aug. and via Japan ports, and may be expected here on the 3rd October.

The A.A. steamer *Kish* left New York on the 3rd Sept., and is due here on the 30th Oct.

STEAMERS PAID ED THE CANAL.

Aug. 29th—*Canal*, 30th—*Borneo*, 30th—*Sept.*

2nd—*Alvarez Pera*, *Industrie*, *Thierry*, 6th

—*Marie Valere*, *Socatra*, *Buttersea*, *Keeman*, *Zietra*, 9th—*Preussen*, *Ulysses*, *Benartig*, *Acen-*

tez, 13th—*Bondudder*, *Ales*, *Kivior*, *Verona*, *Poltava*, *St. Fillana*, *Scottish Monarch*, *Skudl*, *Schuyler*.

ARRIVALS AT HOME.

Sept. 9th—*Prin*, *Regent*, *Luitpold*, *Ningchow*, *Ningpo*, *Oceanic*, 14th—*Armenia*.

PASSENGERS ARRIVED.

Per *Tengus*, from Moji, Mr. W. Alberg.

Per *Guineau*, for Hongkong, from Yoko-

hama, Capt. Kynock, Sisters *Portia* and *Miss*

Chesnut and E. Stuart, Messrs. P. M. Er.

P. Kunze, J. M. G. Percy, and W. H. Williams;

from Kobe, Mrs. Pederson, Mrs. K. Kurihara,

Mrs. H. Otsuru, Messrs. A. Tyro, G. Peerbhay,

and T. Yama; from Nagasaki, Lieut. Cardow,

Messrs. A. Sakata and Sakihara; from Shanghai, Miss M. Mautt, Mrs. Evans, Dr. and Mrs.

Ch. A. Hayes, Mrs. P. Williams, Mrs. and Miss

Ch. A. Hayes, Miss Chunyan, Mr. S. L. Miller, V.

Lugribil, P. Derouhi, T. Senha, B. P. Zhou, Baril,

and Heath.

For *Australia*, for Hongkong, from Mar-

sellers, Messrs. Henry Bury, Jarras, Supin,

Humbert, and Leveque; from Colombo, Messrs.

Sundu, Hudson, Hayes, Hoffs, and Hokou;

from Saigon, Rev. Jean Bismarck, Miss. Wan-

saw, Miss. Ambe, Banzel, Convel, and Favey;

for Shanghai, from Marseilles, Mrs. Lucy, M.

Hospell and 2 children, Mrs. Conrad, Mr. and

Mrs. Antagon, Misses Pauline and Elise Jannin,

Messrs. Amelech, Frossat, Drost, Margot,

Mario, Courvoisier, Joucier, Tame, Begassier,

David, Valentine, S. u. r. Janin, Con-

rad, P. Dervis, Margot, Von Arts, Davignon,

Luis, Beynon, Leboule, Lefebre, Hennessy,

Seipier, Taramme, Rousset, Jefé, Gisek,

Vatticioni, de Ronze, and Andre; from

Mr. J. M. Michalachis' son; from Colombo,

Mr. J. Bardinet; from Singapore, Mrs. Ira

Goldstein; for Yokohama, from Marseilles,

Messrs. Joe, E. Zee, Jania, and Ch. Alveque;

from Kobe, from Marseilles, Miss. Domaille,

DEPARTURE.

Per *Triumph*, for Swatow, Messrs. N. de

Bronwers and P. Nikamura.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-

BOAT CO., LTD., is prepared to supply

ANY QUANTITY of PURE FRESH

WATER to the Shipping, both for Deck and

Boilers.

Call Flag W.

JOINT STOCK SHARES.

Hongkong, 14th September.

COMPANY. PAID UP. QUOTATIONS.

Banks—Hongkong & Sh.

Nat. Bank of China

Foun. Shares

Hill's Asbestos E. A.

Canton-Hongkong Ice

Campbell, Moore & Co.

China-Bank Co., Ltd.

China Light and

Power Co., Ltd.

China Prov. E. & M.

China Sugar

Cigar Companies

Altimara, Ltd.

Philippine Co., Ltd.

Cotton Mills

Evo.

International

Laou Kung Mow

Soychies

Hongkong

Dairy Farm

F. H. L. Tramways

H. H. L. Tramways

H. H. L. Tramways

H. H. L. Tramways

Hongkong Hotel

Hongkong Ice Co.

H. H. L. Tramways

H. H. L. Tramways</p